

Attorney Docket No. (AP9912)209565-81761
Serial No. 10/089,955

PATENT

Amendments to the Claims

1-9. (Canceled)

10. (Currently Amended) Vehicle stabilizing device for setting or modifying brake pressures in the wheel brakes of a braking system with diagonally divided braking circuits, comprising:

a device for determining the presence of an understeering drive condition,
a controller for calculating a desired vehicle speed or vehicle deceleration, and deriving therefrom a deceleration braking force in accordance with the understeering drive condition,
a braking force controller for dispensing with a brake pressure buildup at a rear axle of the vehicle and establishing a differential brake force in the wheel brakes of the front axle, wherein said controller further includes means for determining a vehicle delay value as a function of the differential brake force in the wheel brakes of the front axle and the vehicle speed and wherein the differential brake force in the front axle wheel brakes is effective for correcting the understeering drive condition, in accordance with the deceleration control braking force.

11. (Currently Amended) ~~Drive Vehicle~~ stabilizing device as defined in claim 10, wherein said brake pressure controller further includes means for generating signals for a pressure requirement effecting a yaw moment of the vehicle in accordance with a pressure buildup and pressure decrease of the braking pressures at the front axle, and for transmitting control commands to the at least one actuators.

12. (Currently Amended) Vehicle stabilizing device as defined in claim 10, wherein the differential braking force ~~are~~ is formed as a function of a vehicle setpoint deceleration ~~a_{Set}~~ and an offset differential brake force in the wheel brakes of the front axle ~~F_{Δψ}~~.

13. (Canceled)

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14. (Currently Amended) Drive Vehicle stabilizing device as defined in claim 10, wherein said controller further includes means for forming a setpoint braking force at the cornered inside front wheel equal to a braking force at the rear brakes of the front axle according to the relation $F_{SetH} = a_{SetH} f(\Delta\psi, v_{aque} \delta)$.

15. (Currently Amended) Vehicle stabilizing device as defined in claim 10, wherein said controller further includes means for forming the desired brake pressure at the cornered outside front wheel equal to the difference between the vehicle setpoint deceleration and the braking force at the rear brakes of the front axle according to the relation

$$F_{SetH} = a_{SetH} f(\Delta\psi, v_{aque} \delta) - F_{\Delta\psi}$$

16. (Previously Presented) Vehicle stabilizing device as defined in claim 11, wherein said pressure requirement for the pressure buildup at a cornered inside front wheel is limited to an upper value to which a maximum slip range is allocated, in which an ABS control is activated.

17. (Currently Amended) Drive Vehicle stabilizing device as defined in claim 11, wherein said a pressure buildup at a cornered inside rear wheel is effected according to an understeering control braking pressure, whenever the pressure requirement for the pressure buildup at the cornered outside front wheel is 0 bar.

18. (Currently Amended) Drive Vehicle stabilizing device as defined in claim 15, wherein the desired brake pressure is controlled by way of a selection of a changeover valve or block valve in the wheel brakes.